Amendments to the Specification:

Please amend the paragraph 0006 beginning on page 2 as shown below:

A desirable result of combining the ICE with an electric motor is that the ICE's fuel consumption and pollutants are reduced with no appreciable loss of performance or vehicle range. ~~On of the benefit~~ One of the benefits of the parallel HEV configurations is that the engine can be turned off during periods of low or no power demand from the driver (e.g., waiting for a traffic light) which improves fuel economy by eliminating wasted fuel used during idle conditions. The motor can then be used primarily to propel the vehicle under conditions of low power demand. In some configurations, the engine can be disconnected from the motor and powertrain when it is not running by opening a disconnect clutch. As power demand increases, the engine can be restarted and reconnected to provide the requested torque.

Please amend the paragraph 0016 beginning on page 6 as shown below:

Referring now to the drawings and initially to Figure 1, a hybrid electric vehicle is generally depicted at 10 and includes a powertrain that may be any of the well known HEV configurations. One example is the PSHEV configuration shown and described in United States Patent Application S.N. 10/248,886

filed February 27, 2003, assigned to the assignee of the present invention and incorporated herein by reference. The powertrain includes a transmission 12 that is coupled to an internal combustion engine 14 and a high voltage battery 16 that act as power ~~inputs~~ input sources. It will be understood that the source 14 is illustrated as an internal combustion engine but other sources such as a fuel cell system may be used as is known in the art. Likewise, the source 16 is illustrated as a battery but other sources such as an ultra capacitor may be used as is known in the art. A torque output shaft 18 of the transmission 12 is drivably connected to vehicle traction wheels 20 through a differential and axle mechanism 22. Of course, the present invention is also applicable to four wheel drive systems in which all of the wheels 22 are driven.

Please amend the paragraph 0018 beginning on page 7 as shown below:

Referring now to Figure 2, a flow chart of the operation of the engine ON/OFF request algorithm as a function of the battery DPL is shown. The state machine has three states, namely ON, OFF and OPPORTUNISTIC as indicated by the numerals 32, 34 and 36 respectively. In the ON state 32 the machine makes a request to the arbitrator 30 that the engine be turned on. In the OFF state 34 the machine makes a request to the ~~arbitration~~ arbitrator 30 that the engine be turned off, or alternatively the

request may be that it is OK to turn the engine off. In the OPPORTUNISTIC state 36 the machine makes a request to the arbitrator 30 that the engine be kept on if the engine is already on. If the engine is off and the machine is in the OPPORTUNISTIC state 36 then a DON'T CARE request is made to the arbitrator 30. Transition between the various states of the machine is dependent on the value of the DPL of the battery relative to three threshold levels and the present state of the machine. The three threshold ~~level~~ levels and their relative positions ~~is~~ are shown in Figure 3. The three threshold levels are ~~denominated~~ identified as MIN, ON, and OFF. The MIN and OFF levels are respectively below and above the ON level.